

Today's Advertisements.

THEATRE ROYAL, CITY HALL. SOCIETY'S REUNIONS.

Continued Triumphant Success of the Most
Travelled Entertainment in existence,
**HUDSON'S SURPRISE
PARTY.**

TO-NIGHT! TO-NIGHT! TO-NIGHT!!!
ANOTHER GREAT AND GLORIOUS
PROGRAMME,
EVERYTHING NEW,
Introducing

A symphony of sweet song and sustained
screches,
And such nice creatures in the show,
And the show is not "shofal."
It's the best of its kind in Hongkong.
That's a big say, is it not?
It is true, though, and we are cormorants for
truth.

Instantaneous "switch-on" of our impersonations
of peculiar people.
Complete capture of the convocation by our
amazing performers.
The clever company consistently causing
cackling.

And the heart of the manager pulsates with a
"great joy."
Prices as Usual.
Box Plan at Messrs. W. ROBINSON & Co.'s
Music Warehouse.
Smiling at 9.15 P.M.

THOS. P. HUDSON.
Hongkong, 5th April, 1897. [577]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT).

STEAM TO KOBE (DIRECT).
THE Company's Steamship
"VINDORONA,"
Captain C. Bellen, will leave for KOBE TO-
MORROW, the 6th instant, at 4 P.M., and will
not call at SHANGHAI on this voyage.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 5th April, 1897. [528]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship
"SUNGKIANG,"
Captain C. B. N. Duld, will be despatched as
above on WEDNESDAY, the 7th instant, at
4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th April, 1897. [579]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"NANCHANG,"
Captain Flayson, will be despatched as above
on THURSDAY, the 8th instant,
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th April, 1897. [580]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR CEBU.
THE Company's Steamship
"TAIWAN,"
Captain Pearce, will be despatched as above
on THURSDAY, the 8th instant,
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th April, 1897. [505]

"SHELL" LINE OF STEAMERS.
FOR MARSEILLES.
THE Company's Steamship
"EUPLECTA,"
Captain Morris, will be despatched as above
on THURSDAY, the 8th instant,
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 5th April, 1897. [570]

"SHELL" LINE OF STEAMERS.
FOR HAVRE, LONDON AND HAMBURG.
(Taking Cargo at through rates to COPENHAGEN,
STOCKHOLM, NORKOPING, GÖTTE,
DANZIC and KÖNIGSBERG, with transshipment
in HAMBURG.)
THE Company's Steamship
"COWRIE,"
Captain Parsons, will be despatched as above
on MONDAY, the 12th instant,
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 5th April, 1897. [556]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"DARDANUS,"
Captain Gregory, will be despatched as above
on MONDAY, the 12th instant,
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th April, 1897. [582]

NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOCK LINE.
MONTHLY SERVICE.
FOR VLADIVOSTOCK,
VIA SHANGHAI, CHEFOO, CHEMULPO,
NAGASAKI, FUSAN AND GENSAN.
THE Company's Steamship
"SAKATA MARU,"
Captain Welbach, having been substituted for
the *Tokoro Maru* advertised previously to sail
on the 6th instant, will be despatched as above
on TUESDAY, the 13th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 5th April, 1897. [498]

Today's Advertisements.

NORTH CHINA INSURANCE COMPANY,
LIMITED.

FROM this date, Mr. W. H. PERCIVAL
will RESUME his duties as AGENT of
the COMPANY at this BRANCH.
By Order of the Court of Directors,
L. KENNARD DAVIS,
Acting Agent.
Hongkong, 5th April, 1897. [578]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"TEUCER,"
Captain Williams, will be despatched as above
on THURSDAY, the 16th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th April, 1897. [585]

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [579a]

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.
It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.
While the contents of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all questions
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.
Advertisers are requested to forward all notices intended for
insertion in this paper, not later than Three O'clock, so as
not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until discontinued.
The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for Advertisers. Terms can be learnt on application.
The Hongkong Telegraph's number at the Telephone Central
Exchange is No. 1. Telegraphic address—"Telegraph,"
Hongkong.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

WINE
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Clarets, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINE and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Hongkong, 15th September, 1896. [6]

DEATH.
At 60, Singapore Road, Singapore, on the
27th March, J. H. DUNCAN DOUGLAS MITCHELL.

The Hongkong Telegraph
HONGKONG, MONDAY, APRIL 5, 1897.

THE CELEBRATION OF THE
DIAMOND JUBILEE.

At a meeting of the Jubilee Committee
this afternoon in the Council Chamber the
proposals for a permanent memorial of
the Diamond Jubilee were submitted for
consideration. Fourteen out of the 20
suggestions were rejected, and the following
only were reserved for consideration
and referred to a committee
of five for inquiry and report.
The members of the Committee are
the Hon. C. P. CHATER, Mr. THOMAS
JACKSON, Mr. HO TUNG, Mr. R. M.
GRAY, and Mr. HERBERT SMITH. The
proposals thought worthy of consideration
are: (1) An oil painting of Her
Majesty the Queen; (2) the completion of
the Queen's Statue; (3) the erection of a
Women and Children's Hospital in con-
nection with the Civil Hospital; (4) the
endowment of the College of Medicine;
(5) a Hospital for Women and Nurses
and a Training Institute in connection
therewith; (6) a Road round the Island.
The Committee appointed to arrange the
programme for the celebration has
recommended public thanksgiving ser-
vices on Sunday, the 20th June, that
the 22nd and 23rd June be public
holidays, with presentation of address-
es, review of the troops and fire-
works on the 22nd. They also recom-
mend that a Gymkhana and general sports
be held at Happy Valley and that there
be dragon boat and other Chinese pro-
cessions, while as regards the public
Chinese entertainments it is proposed that
the Chinese theatres be kept open all
night if the lessees desire it. It was
resolved that the Address to be presented
to the Queen should be so framed that all
residents, British subjects and others
shall be able to sign. There were 25
members of the Committee present.

NOTES AND COMMENTS.

NEWCHANG-ONTO COLLISION CASE.
The paragraph in our "extra" of this
morning in the *Newchang-Ono* collision
case was not quite as clear as it might be
and would leave an impression on the minds
of strangers, as to the facts of the case,
that the judgment had been given for the
Ono in respect to the collision on its merits.

In the collision case proper the judg-
ment of the Court was that both steamers
were to blame for the collision. The suit
decided on the 31st ultimo, and the judg-
ment in which we referred to
this morning, was a separate suit brought
by the owners of the *Newchang* for a
declaration that their liability
was limited to £3 sterling: a ton of their
gross tonnage in respect of the loss of the
Ono, her cargo and passengers' effects, and
to £7 sterling additional in respect of
loss of life, making £15 per ton in all.
The *Newchang* further asked that she
should be at liberty to pay the money into
Court and be freed by injunction from all
further claims by anyone. The Court
decided the limitation of liability as prayed
but took security for its payment instead
of having it paid in. The Court in the
judgment delivered on the 31st ult.
declined to restrain all further suits, and
gave the costs of the proceedings to the
defendants as of course.

BRANDY, NAVY LEAGUE.
At the last meeting of the Navy League
in October, 1895, Mr. COXON reported that
the attention of the London Executive had
been called to the fact that Naval Reserve
officers and men should be allowed to
resume service in any part of Her Ma-
jesty's dominions, and not be compelled
to go to England for that purpose. We
congratulate the League on the success of
its efforts in that direction. A notice
published in last Saturday's *Gazette*, signed
by the Commodore, invites seamen who
are duly qualified and who are serving in
any subsidised steamer to join the Naval
Reserve locally, and informs all concerned
that the retainers payable to the men of the
R.N.R. can be obtained on application to
the paymaster of the *Victor Emanuel*. This
is a step in the right direction. What we
want now is that any qualified man may
join here and that there should be here a
depot or training school for drill purposes.

THE "JAPAN TIMES."
We have been favoured with the first
three numbers of the *Japan Times*, a
Japanese-owned paper published in Tokio
in English, with a Japanese Editor assisted
by our friend Mr. T. COWEN as an English
Literary Editor. The first number
appeared on the 22nd March, the centenary
of the birth of the late Emperor WILLIAM
of Germany, and is a six-page paper in
every way creditable in appearance to its
printers and publishers, who propose to
issue, in addition to the daily paper, a
weekly illustrated journal, to be called the
Japan Weekly Times, to contain all the news
of the week and to appear on Friday, in
time for the outward mail to Europe. We
congratulate the Proprietors, and Editors
of the *Japan Times* on their very successful
debut and wish them every success.

ITS REASON D'ETRE.
Their "Raison D'Etire" in their journa-
listic capacity is stated in the opening
article to be the deplorable fact that
after forty years of mutual association
foreigners and Japanese are still in
most things strangers to each other,
and unable to comprehend each other
in all those matters social, political,
and religious without a common know-

ledge of which no appreciation is possible.
The Exterritoriality Treaties are blamed
for this as keeping the foreigners apart
from the Japanese mind feelings of repul-
sion and dislike. A great deal is put
down to the linguistic difficulty—Japanese
and English being so far apart that the
languages are equally difficult to the
learned who approaches the study in
middle life—and there being so few
foreigners who have really had the time
and the opportunity to master Japanese
and become familiar with its literature.
It is hoped that the throwing open of the
country from end to end to foreigners and
the abolition of the Consular Jurisdiction
will tend to obviate the first of these two
difficulties and to bring Japanese and
Europeans and Americans into closer
contact and more intimate relations.

A BOLD ATTEMPT TO OVERCOME
DIFFICULTIES.

The *Japan Times* is a bold attempt to
tackle the difficulties arising from the diver-
sities of language by enabling Japanese
writers with a full knowledge of their
own history, literature, and philosophy,
and with an intimate acquaintance with
the ideas, wants, and wishes of their own
people, to communicate that knowledge
to foreigners through the medium of the
one world-wide tongue—English. Japan
has hitherto been dumb or has only been
able to speak to the world at large
through the kindness of a few foreign
friends and well-wishers, to whom all due
acknowledgments are rendered. Hence-
forth she shall speak with her own tongue
and pen by her own citizens, but in a
language which, if not her own, is under-
stood of all peoples and which will soon
be in Japan the language of every man
who pretends to any education.

TELEGRAMS.

(Special to Hongkong Telegraph.)
RIOTS AT SHANGHAI.
THE MILITARY CALLED OUT.
NAVAL FORCES LANDED.
SEVERAL FOREIGNERS
MAILED.

SHANGHAI, April 5th.
1.30 p.m.

The bad feeling caused by raising
the license fee for wheelbarrows has
increased considerably, since Friday
and consequently the Volunteers have
been kept on special duty, and it was
arranged that on the first signs of a riot
guns should be fired to warn the reserve
forces and the commanders of the war-
ships in port.

This forenoon the booming of the signal
guns was heard and immediately the
whole of the Volunteers turned out, and
several companies of bluejackets and
marines from the warships were landed.

Since then nothing serious has happened,
but before the signal was given the
mob smashed several windows, on the
Bund, and some foreigners were slightly
injured by gangs of roughs with whom
they had the misfortune to come in contact.

REUTER'S MESSAGE.
THE EASTERN CRISIS.

LONDON, April 5th.
Great Britain is sending a mountain battery
and 180 gunners to Crete.

The proposed extension of the blockade will
probably require an increase of the squadrons.
The Powers can decide nothing without
laborious negotiations, which causes constant
delays and changes of purpose.

Russia agrees to send more troops and
Austria declines, whilst Germany has hitherto
sent none and only one cruiser.

The Dowager Tsarina proceeds to Copenhagen
to join a "family council" to discuss the best
course to be pursued by the king of Greece.

(From Kobe Chronicle.)
MOVING ON GREECE.
LONDON, March 21st.
The combined squadrons of the Powers
assembled off Crete have left the island in order
to blockade various Greek ports.

It has been decided by the Powers to send
troops to various important points of Greece.
Four German men-of-war have proceeded to
Suda Bay, while French war-vessels are on the
way to the port of Volo.

(Official Telegram.)
THE BLOCKADE OF CRETE.
PARIS, March 21st.
The blockade of Crete has been carried into
effect from 8 a.m. on the 21st, under the follow-
ing conditions:—

—That the blockade shall be enforced
generally on all vessels flying the Greek flag.
—That the vessels of the six Powers and
neutral countries shall be permitted to enter
certain ports occupied by the Powers and discharge
their cargoes there. But this will not be applic-
able to stores intended for the Greek army in
Crete.

—That the squadrons of the six Powers
shall be empowered to examine the vessels
lying in the various ports.

—That the boundaries of the blockade shall
be from 25 deg. 24 min. to 25 deg. 30 min. East
Greenwich and 35 deg. 48 min. to 34 deg.
min. North.

'PUNJOHS.'
THE MARCH RETURN.

The Secretary of the Panjoni Mining Company
writes us that he has received the following
news from the mines giving the result of the
last clean-up:—

The mill ran 50 days crushing 660 tons of ore
yielding 537 ounces of selected gold; 620 tons of
sludge yielded 10 ounces of gold. Fifty tons
of concentrates were calcined and yielded 47
ounces of gold.

TELEGRAMS.

THE WAR IN THE PHILIPPINES.

THE REBELS AGAIN DEFEATED.
We have been favoured by the Spanish
Consul with a copy of the following tele-
gram received from the Secretary of the
Government of the Philippines:—
MANILA, April 3rd,
4 p.m.

In the course of successive engagements
(following the capture of Imus) our troops
captured Noveleta, Cavite Veljo, and
Binacayan.

The rebels suffered great loss. It is
now seen that they are greatly demora-
lized by the moral effect caused by the
extraordinary success of the campaign.

Presentations (surrenders) for amnesty
are considerable.

Quietness is beginning, and in this
capital (Manila) everything is going on
as usual.

[This was issued as an "extra" at 11.15 a.m.
yesterday.]

(From L'Avantur du Tonkin.)
THE PANAMA SCANDAL.
PARIS, March 21st.

M. Saint-Martin, formerly Deputy for Avignon,
who is compromised in the Panama affair,
has been arrested.

M. Saint-Martin was endeavouring to escape
when arrested.
A demand has been lodged in the Chamber for
the prosecution of Deputies Naquet, Maret, and
Boyer in connection with the Panama affair.

PARIS, March 21st.
The Commission charged with the prosecu-
tion of Deputies has decided to make a complete
examination of the papers before taking action.

FRANCE IN AFRICA.
PARIS, March 21st.

The Gourma region is placed under French
protection and thus the French Sudan and
Dahomey are brought into contact.

THE INDIAN FAMINE FUND.
The Editor Hongkong Telegraph.

DEAR SIR,—The following telegram has been
received from Sir Francis Maclean, Chairman,
Famine Fund, Calcutta:—
"Our warmest thanks for your last contribu-
tion of 10,000 rupees. We are most grateful."
I am, etc.,
J. H. STEWART LOCKHART,
Hon. Secretary.

Hongkong, 5th April, 1897.

LOCAL AND GENERAL.

A fresh outbreak of plague is reported from
Changsha in Formosa.

On our extra sheet there will be found a number
of interesting telegrams, called from our Japan
exchanges.

The International Cotton Spinning and Weaving
Mill at Shanghai was formally opened on the
31st ultimo.

M. OSTROFF arrived at Nagasaki on the 26th
ult., to take over the duties of Consul for Rus-
sia at that port.

Dr. W. H. ABERCROMBIE, the U.S. Consul at
Nagasaki, left the "Cardiff of the Orient" on the
31st ult. for San Francisco.

It is reported that Korea is about to enter the
International Postal Union and the Korean
Government has issued a *Postal Guide* for the
information of the general public.

THIS afternoon we received from the Colonial
Secretary a budget of interesting papers on the
subject of "Nurses and the Training of Nurses,"
and we hope to deal with the subject matter in
an early issue.

It is notified in the *Gazette* that the Governor
has appointed the Hon. F. H. MAY, C.M.G.,
Captain Superintendent of Police, to act as
Superintendent of Victoria Gaol during the
absence on leave of Captain H. B. H. LETHBRIDGE.

THE Hon. Treasurer of the Alice Memorial
and Netherole Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—
Tai Shing Paper Manufacturing Co., Ltd., £25
W. J. T. 5

We find it stated in a London daily that Mr.
Henry Lowenthal, writing from the Prince of
Wales's Theatre, sent £5,000 to the *Telegraph's*
list for the Prince of Wales's Hospital Fund,
and suggests that other donors should join him
in acknowledging, in the style he has adopted,
the generous treatment of foreigners in Great
Britain.

THE *Kobe Chronicle* understands that Mr.
Macartney, agent of the Hongkong and Shang-
hai Bank in Kobe, proceeds to take up his
appointment at Amoy this month. It is
believed by the *Chronicle* that Mr. R. Home
Cook, who was agent in Kobe some six or seven
years ago, will take the place vacated by Mr.
Macartney.

THE West Yorks gave a very successful open
air concert in their barrack square on Saturday
evening. A large number of ladies and gentle-
men were present, amongst whom were His
Excellency Sir William Robinson and Major-
General and Mrs. Black. The square was
prettily decorated with bunting and a large
number of lanterns, and a spacious platform
was also erected. The programme consisted of
some well rendered songs and a number of
gymnastic feats. This entertainment was similar
to one of the many that were given at "Gib" by
the West Yorks, and it is expected that more of
the kind will soon be given. Col. Gordon and all
the officers were present.

A TELEGRAM has been received by the Japanese
Naval Department, stating that the official trial
of the battleship *Kajiyama*, built in England,
took place on the 22nd March, and the results
were highly satisfactory.

THE new *Regulations for Preventing Collisions
at Sea*, which come into force on the 1st July,
are published in the *Government Gazette*.
Copies may be obtained from Messrs. Noronha
& Co., printers to the Government, Zeland
Street.

THAT useful volume, the Customs *Returns of
Trade and Trade Reports for 1896* has just
been published. It shows that the total revenue
for all the ports during last year was Tls.
22,579,366, against Tls. 21,384,379 for 1895,
indicating an increase of Tls. 1,194,987.

The Victorian Era number of *Trade and In-
dustry* is a magnificently got up and illustrated
magazine of commerce, and it is interesting to
find that it positively puts upon its cover "Made
in England." The *Referee* says of the editor's
address "to the business men of the United
Kingdom" that it is a masterly appeal to British
patriotism and British common sense. The
address concludes with the following pertinent re-
mark: "Great Britain may be Mistress of the
Sea, but it will be an ill day for the people
when her ships carry mostly foreign man-
ufactured goods to her erstwhile customers at the
ports of the world." Yes, and so say all of us.

In connection with the boating accident that
befell Mr. Holdsworth, the popular manager of
the Mica Works, we have learned that he was
going to Hongkong in a sampan a little before
9 a.m. yesterday. When some 200 yards out
a squall came down, the boat tilted and her mast
broke, with the result that she capsized. A boat
was lowered from a German steamer near by and
a dinghy also put off, the elderly lady in charge
of the latter hauling Mr. Holdsworth out of the
billy by what some people call "the slack of
his pants." The steamer's crew effected the
rescue of a woman and child who were below
in the sampan, and after a few pangs of
Honi Osborn's best Mr. Holdsworth was soon
himself again after a very close call. We
understand that Mr. Holdsworth lost a con-
siderable sum of money by the accident.

NEXT to Tommy Atkins, the other most popular
"Tommy" in Hongkong just now is Tommy
Hudson, whose Surprise Party is nightly delig-
hting crowded audiences at the Theatre Royal.
On Saturday night the programme was full of
new items and all were greeted with enthusiastic
applause. Mr. Hudson and the Gourlays in
their clever comic sketches again chased each
other away and kept the house in roars of laughter.
The Thomson Sisters and McKisson and Kearns
introduced new songs and dances and Miss
Stanbridge gave an artistic rendering of
"Whisper and I shall hear." Miss Violet
Elliot captivated the audience with her singing
of "The Lost Chord," with organ accompani-
ment by Miss Hasgood. Miss Elliot was
again presented with a bouquet, adorned
with red, white and blue ribbons, and she had
several recalls. The other members of the Party
all acquitted themselves with the greatest
success throughout. The same programme
will be presented to-night and a special
programme is arranged for to-morrow night,
when Major-General Black and the officers of
the Royal Engineers, Royal Artillery, West
Yorks and Hongkong Regiment will be present.

THE Annual Inspection of the Hongkong
Volunteer Corps, by His Excellency Sir William
Robinson (Hon. Colonel) and His Excellency
Major-General Black, will take place on the
Brigade Parade Ground at 4.30 p.m. on Thurs-
day, the 8th inst. A very large number of the mem-
bers will be present, as no one is excused unless
furnished with a medical certificate or is absent
from the colony. The *khaki* uniform will be
substituted for the review order, worn last year.
A new and handsome nickel badge on scarlet
ground with the Corps' crest, together with the
motto "Nulli in Orbe Sine" engraved on
the lower part, has just come out from
home and every member has been
furnished with it, to be fixed on the
helmet. At the conclusion of the inspection
the Corps will return to headquarters, where
Major-General Black will present the prizes for
the various shooting competitions that took place
last year, after the prizes were presented.
His Excellency complimented the men on their
smartness and efficiency and added that he
considered the Volunteers a valuable auxiliary
force. It is to be hoped that his opinion will remain
unchanged.

ACCORDING to a home paper Sir Claude Mac-
donald has published a report from Mr. Bourne,
of the British Consular Service, on a large
landslip on the banks of the Upper Yangtze.
The slip is situated in latitude 30 deg. 30 min.
and in approximate longitude 105 deg.
16 min., and occurred on the 30th September last
after 40 days' rain. A block of ground 700 yards
long and 400 broad has fallen from the side of
a mountain on the north bank, reducing the width
of the river from 250 to 60 yards and forming a
most dangerous rapid, in ascending which 100
junks and 1,000 men are stated to have been lost.
Since the formation of the rapid a settlement
consisting some four or five hundred houses has
sprung up and is occupied by a large population
of traders, agents, merchants and junk-owners.
As all junks have to be unloaded to ascend the
rapid and their cargoes transported half a mile
overland, the cost of ascent amounts to about
one or two per cent. on the value of the cargo.
Nevertheless the Chinese are taking no steps to
remove the slip, but are making ready on both
sides of the rapid as though they regarded it as
permanent. It seems strange that the first news
of this immense landlip, to reach Hongkong
should be through the medium of an English
paper. Our northern correspondents appear to
have had no information whatever upon the
subject.

An Indian watchman, who charged a Chinaman to day with larceny, now knows what it is to go for wool and be shorn. Inspector Kemp spotted our swartzy friend outside the Magistrate's and noticed that he was wearing a Royal Artillery tunic and Royal Engineer buttons. The Inspector reported the matter and the culprit was fined \$10 or six weeks' gaol. He paid the fine.

A REMARKABLE claim was brought against Captain Griffiths, the master of the British ship *Asiatica*, which recently left Nagasaki for Yokohama, wherein he, as master, was sued by one of his deck hands for \$14.25, value of sundry wearing apparel which was carried away by the chain in letting go the anchor. Mr. Troup, sitting Judge, gave judgment for the plaintiff with costs.—*Nagasaki Express*.

It is notified in the *Straits Government Gazette* that in consequence of the appreciation of the Japanese yen owing to the proposed currency reform in Japan, Money Orders drawn in the Straits Settlements on Japan will not be transferred by the Hongkong Money Order Office at par, but the market premium will be deducted from the amount. This new order was, according to the *Straits Gazette*, to become operative on 1st April, 1897.

ALL those who are interested in something being done to arrest the deterioration of the Whampoa river and obstruction to navigation caused by the Woosung Bar will learn with great pleasure that the Committee of the Shanghai Chamber of Commerce has accepted the offer of Mr. de Rijke, of Tokio, to make a survey and report on their present condition, supplementary to that made by him twenty-one years ago. It is to be earnestly hoped that our friends in Shanghai having once more taken up this important subject will leave no stone unturned to have the "Heaven-sent Burier" considerably reduced. There has been too much "negotiation"; surely the time for action has arrived.

THE GYMNASIA.

The following are the weights for the Six Farthings Handicap to be run at the first Gymkhana of the season, on Saturday next:—

	Height.	Weight.
Tocin	13.2	13.2
Polo	13	11.9
Glentfer	13.1	11.6
Sidmont	13	11.6
Morless	13	11.4
Hasteway	13.2	11.3
Red-fire	13.2	11.1
Maggie, late Arthur	13	11
Yarmouth Blazer	13.2	10.13
Sport	13.2	10.10
Saucy	13.2	10.9
Wakel Joe	12.3	10.4
Little Owl	13.1	10

NAVAL PRESENTATION.

The approaching departure for home of the time-tried petty officers and men of H.M.S. *Cinturion* was marked by a pleasant little ceremony at the Stag Hotel last evening. Mr. J. R. Powell, the chief boatswain of the flagship, is an officer who has a friend in every man on the lower deck, and it was felt that the last commission on the China Station should be signalled in some way for the sake of "sold long syne." It is against the regulations of the service for officers to receive presentations and the whole of the first and second class petty officers, leading seamen, and A. B.'s subscribed and purchased a very handsomely chased silver tea service and case of silver tea spoons, and, with a framed address expressive of the utmost friendly feelings to Mr. Powell, the articles were handed him for Mrs. Powell's acceptance.

The ceremony was attended by over 200 bluejackets, A.B. Frank Terry presiding. Among the company were, First class P.O.'s, Gordon, Wilkes, Cobb, Gibbs, McCoskey, Vowells, Purdy, and Adhed, Second class P.O.'s, Purdy, Ball, Barnfield, and Branton, and L. S. Jude, Allen, Reardon and French and Messrs Cook and Logan. The arrival of the guests was announced by Mr. Vowells piping the "Hill," and three hearty cheers were given for Mr. Powell. The presentation was made by Mr. Barton, the youngest A. B. on the ship, and on behalf of his comrades he asked Mr. Powell to deliver it to his wife as a souvenir of the kind and impartial manner in which he had treated them all during the China commission of 1894-7. They all wished Mrs. Powell and her husband long life and every success and, in conclusion, he said "We were happy when we met you, we are happy at our parting, and we will be happy when we meet again."

Mr. Powell is returning thanks for his wife, said he had always tried to help his shipmates as far as lay in his power. He referred to his pleasant associations with the ship's company and said he was sure Mrs. Powell would look with pride on what the petty officers and men of the *Cinturion* had given her "Jim." (Cheers.) The health of the guest having been drunk, Messrs. Wilson, Gordon, Moulton, Vowells and Purdy, spoke in praise of Mr. Powell's good qualities. He was described as the most impartial and reliable boatswain they had ever known, and one who wronged no man, but did justice to all. These remarks were well appreciated, judging by the rounds of cheering that followed.

In responding to the toast, Mr. Powell feelingly referred to the good wishes expressed and said he hoped that in the future the men he had brought up would not disgrace him. ("Not we, sir.") He specially mentioned the assistance he had received in his duties from the petty officers and captains of the forecabin on the *Cinturion*. They had a lot to do and the way in which they did it was a credit to them. He again thanked them most sincerely for their handsome present to his wife.

During the evening songs were sung by Messrs. Johnson, W. H. Smith, Vowells, Hobday, Crook, Ball and Griffiths, the appropriate and ditty "Rolling Home," with its swinging chorus, being sung by only a crew of time-expired British tars can sing it. The toast of "The Press and Mr. Harrow, our host," were cordially honoured and a very pleasant evening was therewith brought to a close.

THE HOME FOR THE AGED AND INFIRM.

The Right Rev. L. M. Pizzoli begs to acknowledge, with thanks, the following donations for the Home for the Aged and Infirm:—Mrs. Benjamin, Kelly and Potts, £10 5s; Chester and Moly (and Co.) £10 5s.

DINNER AT THE CHING WAH CLUB.

GERMAN OFFICIALS ENTERTAINED BY CHINESE MERCHANTS.

Last Saturday several prominent members of the German Commercial Mission were entertained at dinner at the Ching Wah Club, Queen's Road West. Our worthy fellow-citizen Mr. Ho Amel presided and there were also present Dr. Knappe, German Consul at Canton, who is attached to the Mission, Dr. Herman Schumacher, Messrs. Krause, Wickmann and Gaertner (members of the Mission), Mr. Li Hong-mei and sixteen leading Chinese merchants. The dining hall was very prettily decorated with flowers and ferns and it was brilliantly lighted with numerous small coloured lamps.

During dinner, which was served in elaborate style, several speeches were made. Mr. Ho Amel leading off with the toast of "The Emperor, Empress and Emperor-Dowager of Germany," which was duly honoured. Then the Chairman proposed the health of the members of the Commission. He dwelt on the great importance of their mission both to China and the Fatherland, and hoped their labours would result in a great development of trade between the two countries, and he wished that Chinese merchants might with advantage take a leaf out of the foreigners' book and themselves despatch a Commercial Mission to the Great West. Dr. Knappe responded to the Chairman's toast. He first of all called on the Company to drink to the health of the Emperor of China, and this having been done he proceeded to toast "the Chairman and all Chinese present."

He concurred in the views expressed by Mr. Ho Amel and with him agreed that everything possible should be done by the Chinese and by his countrymen to improve the trade and foster the most friendly relations between the two countries. He felt sure there was room for great development and the mission to which he was attached hoped to discover the way to bring it about. After Dr. Knappe resumed his seat amidst loud applause Mr. Li Hong-mei addressed the Company. He drew comparisons between British, Chinese, and German commercial methods and held that German trade is gradually getting British trade in China, and he attributed the way in which the Germans advance to careful study of the needs and tastes of their customers and the sound common sense evidenced by their being glad to make very small beginnings with a view to getting their products into favour with the masses, while the British merchant, on the other hand, studies his customers little and seems almost a small deal. He concluded with expressing on behalf of the company best wishes for the success of the Commission and called on his compatriots to drink to their health.

The toasting over cigars and refreshments were brought to an end and the company spent the rest of the evening very pleasantly in conversation on commercial and industrial subjects, the guests finally taking their departure at 11 o'clock, after expressing their warmest thanks to their hosts for the hospitality extended to them.

THE FOLLOWING WAS THE MENU.

1. Shark's Fin.	20. Carrots.
2. Bird's nest.	21. Green Peas.
3. Pig's Feet.	22. Potatoes.
4. Chicken.	23. Dragon's River.
5. Chicken.	24. Roasted Piglet.
6. Sweet Mushrooms.	25. Shark's Fin (fried).
7. Chicken and Walnut.	26. White Mushrooms.
8. Fish Maw.	27. Gamell Rice.
9. Salted Poultry and Soup.	28. Sweet Poultry and Almond Tea.

THE CURE OF RINDERPEST.

DR. KOCH'S INVESTIGATIONS.

CAPETOWN, February 10th.

Dr. Koch has made a further report upon his investigations of the rinderpest. He proves that Dr. Edington's microbes are not the cause of rinderpest, and then describes his inoculation experiments with sheep and goats which were continued to the seventh generation. The results attained are very important, showing that inoculation with the blood of a diseased goat gave rinderpest to the animal, but the beast recovered; while on the other hand animals infected with sheep's blood succumbed, the course of the disease being so violent and the pathological lesions, as revealed by post-mortem examinations, of so severe a nature that, says Dr. Koch, "I cannot believe in any attenuation of the disease as far as the sheep is concerned, but am rather inclined to think that it would be cultivated to a more virulent form; but, on the other hand, it seems not impossible that this increased virulence produces also a higher degree of immunity than is derived from recovery from natural infection, and that these animals may be made valuable for immunising experiments."

Dr. Koch also conducted experiments with the view of mitigating rinderpest virus by means of chemicals. The result shows that animals inoculated with it did not contract rinderpest. Dr. Koch then injected virus into sheep, goats, and calves, and this second inoculation produced genuine rinderpest. The phenol-cow, however, remained healthy, and Dr. Koch says it is not impossible that the first injection had a protective influence. In further experiments Dr. Koch proves that vaccination renders rinderpest virus non-effective, and confirms the fact that salted oxen possess a certain protective power, though the duration of the immunity has yet to be determined. Dr. Koch also proves the immunity of birds, dogs, monkeys, and rodents, and in regard to pigs Dr. Koch says it seems as if it were possible to transmit infective material successfully, but experiments in this respect are as yet not complete.

From correspondence published in the *Cape Times* yesterday on the subject of rinderpest it appears that Mr. H. A. Lawrence, F.R.C.S., a letter to the Agricultural Department in October last, suggested the use of the blood of animals infected with rinderpest for protective vaccination.—*Railway Telegram to London Press Association*.

THE ROYAL NAVAL RESERVE.

The following notice is published in the *Gazette* issued on Saturday:—

NOTICE.

Enrolment of Men in Royal Naval Reserve.

Seamen serving in vessels belonging to the Canadian Pacific Railway or P. & O. or other foreign companies, or in any other public or private service, who are desirous of joining H.M. Royal Naval Reserve can on application to the Commanding-in-Charge, Hongkong, be entered in the Royal Naval Reserve if duly qualified according to the instructions laid down.

All particulars can be obtained by application to the Commanding-in-Charge.

Returners to Men already serving in the Royal Naval Reserve.

Payments when due under the Regulations (Chapter XIII) for retainers to Royal Naval Reserve men serving in vessels registered in the United Kingdom and trading entirely abroad will also be made by the Paymaster of H.M.S. *Victor Emmanuel* on application.

SWIMMING C. HOLLAND,

Commander and Registrar, R.N.R.

H.M.S. *Victor Emmanuel*, Hongkong, 26th March, 1897.

OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, March 5th.

Surely the most important news we have received from Hongkong for many a long year has been the opening of the West River. As far as we can gather on this side of the globe the opening is an accomplished fact. Old China hands, however, are somewhat sceptical and unbelievers as to the practical results and consider that the achievement is only on paper. All depends upon the backbone of the British representative in China and the enterprise of the Hongkong merchants. A test case should immediately be tried again on a fairly large scale and Mr. John Andrew, as knowing the ropes, should be in charge. If the practical results are to bear fruit, Hongkong is worth 20 per cent more as a port than it ever was before, and were the island on the stock exchange market the shares would have "boomed" to an unheard-of extent.

The Carew case keeps the Far East before the eyes and minds of folk at home. Opinions are at variance as to the proof of her guilt, and the Maybrick case is reverting to a point of contention. The Americans are continually clamouring for Mrs. Maybrick's release, and constantly assert the injustice of her conviction. But the American style of argument leads off with the statement: "She was first of all condemned because she was an American." This of course shuts the door to all fair discussion. British justice is reduced to the level of their understanding as a starting point in their contention, and betrays too well the state of morality in their own courts and what a Britisher may expect at their hands. The commination of her sentence is, however, a relief to all concerned.

We are all on tenter-hooks here as to what is to come out of the Cretan business. Crete is merely a name in the embryo; the sore lies deeper than the bubbling of Greek delirium and before this letter reaches you the spring will be upon us and the nationalities of the South-east of Europe will have open roads to allow of the marauding of troops, and the possibility of backing up their heeds by at least a show of force. The Sultan, once a sensualist, is now turning a financier and diplomatist, but still has the true spirit of the old Ottoman rulers as shown by his statement that he will be the last of the old regime of Sultans, rather than the first of a dynasty which is to be held in leading strings by some foreign Power or Powers, like the Khedive. He is one of the wealthiest and most crafty men in Europe and his power to do harm is enormous. The Turk with all Europe at his throat will not give into extinction without a fight, and no one knows how the nations of Europe will take sides should the Turk show his teeth in the Balkans. That Heaven-born genius, the Teutonic ruler, who now would be artist, now poet, is enjoying his autocratic self in his usual unconstitutional manner. You may have noticed his reply when remonstrated with that he had communicated the secret finding of the Ambassadorial court to the Sultan. He is stated to have said "that he (the mighty 'I') was not bound to obey any law, but that he might be applied to Ambassador." There is more danger to the peace of Europe by the actions of this emperor than do not mean imperial—rather than from any other cause. We expect vapourings from the French, but that intelligent deep-thinker Germany should be in the hands of an effervescent neophyte is contrary to the proper order of things. He should offer his services as Emperor to the French, being more akin to their mode of development.

The Governor, I see, has been enchanting you all by his literary efforts, and his last lecture upon Dickens must have been thoroughly enjoyable. His Excellency will be remembered more perhaps by his writings and speeches than by anything else. At least, it is to be hoped so, because then the memories will be pleasant ones. No Governor has ever served his full period of service in Hongkong without being made to feel like a whipped school boy. With the exception of Sir Arthur Kennedy, perhaps, gruesome feelings have crept in between the community and Governor ever since Hongkong was founded, and the fact that he has been a disaster over the Governor and the governed.

This unfortunate state of affairs can be accounted for but one way. The Governor is transferred to Hongkong as men who have gained their experience of life in the West Indies, on the West Coast, or in an island of the Pacific or anywhere in which the black race swarms and the English-speaking population is few or confined to officials. The Governor walks forth as the noble representative of Majesty, and the coloured man bows before the greatness and glory of his haloed presence. But when this potentate comes to rule a community of active and intelligent white people, the same elements are not present. The people are not of a coloured race at home, nor yet of an inferior grade; they are accustomed to appoint their own rulers and tell them what they are to say and how they are to vote; they are not wont to find rulers made for them, but to frame their own rules. The Governor sent to Hongkong has been trained to look to the colour of the man, and not to the merits of his subjects or citizens whose criticisms can afford to be neglected. It is then any wonder that men so trained, and whose ideas of ruling have been conceived in communities where freedom is but a name amongst the people, should find friction when past middle age they are called upon to wipe out their past experiences and commence to try a constitutional form of rule instead of an autocratic one? Oh! would your Governors leave ruling alone and do as they are wanted by you; give the people a direct and honest, encourage education, show a social example, make a centre for the colony in all that is best in English life. When the present Governor bids you farewell the period of his office will be marked by these latter qualities, for since the days of Sir Arthur Kennedy no one has approached him in the interest he has taken in the social and intellectual welfare of the colony. Hongkong can rule itself; its ways are cast in precise lines, and it is not in the power of misdirected official enthusiasm to alter its destiny.

LOOK SEE.

THE HONGKONG GOVERNMENT GAZETTE.

(Saturday, 3rd April, 1897.)

NOTIFICATIONS.

No. 116—New regulations for the R. N. R.

No. 117—Reminds owners and occupiers of tenements that rates for the second quarter of 1897 are payable in advance on or before the 30th April, 1897.

No. 118—Contains the finding of the Marine Court of Inquiry into the loss of the British Steamer *Glamorganshire*, Official No. 29,651, of London.

No. 119—Gives returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1897, as certified by the Managers of the respective Banks.

The *Gazette* also contains the usual list of undischarged telegrams lying in the Telegraph Co.'s office; the Post Office list of *poste restante* correspondences; and list of letters, etc., for merchant vessels.

THE-TRADE OF CHINA IN 1896.

The *Shanghai Mercury* in its issue of the 31st ultimo states that the volume of *Trade Reports* issued annually from the Statistical Department of the Imperial Maritime Customs has just been published and it gives therein an interesting review of the trade of China during the past year, written by Mr. H. Kopsch, Statistical Secretary. We are unable to find space for the whole of the report to-day and therefore content ourselves with the following extracts:—

GENERAL.

The value of the Foreign trade of China for the year under review rose from nearly Hk. Tls. 15,000,000 in 1895 to Hk. Tls. 33,300,000, which is the largest total ever recorded in the Customs Returns. In both Imports and Exports trade has been active, and the remarkable gain under Imports, while affording evidence of the recovery from the stagnation caused by the war with Japan, contributed to the exchequer a million and a half taels over the Import Duties collected in the year preceding. The inland ports of Soochow in Kiangsu, Hangchow in Chekiang and the Yangtze mart of Shanghai in Hupeh were opened to Foreign trade under the Treaty of Shimonoseki and Custom Houses established at each port for the collection of Duties from the 1st October, but trade was not so brisk as the Revenue table shows that the first quarter's receipts from the new ports yielded the considerable sum of Hk. Tls. 6,180,000.

In lumping the collection of 1896, which amounts to Hk. Tls. 22,579,000, with the receipts of former years, it must be borne in mind that previous statistics include the 200,000 taels of revenue from the first quarter of 1895, which was a qualifying event, for although the revenue of 1895 was exceeded in the figures for that year by Hk. Tls. 9,380,000, the figures for that year included Hk. Tls. 1,700,000 contributed by the island since lost to China. The advance in favour of the period under notice is attributable to Imports, which yielded, exclusive of Opium, Hk. Tls. 1,699,000 more than in the preceding year. Duty and Likia derived from Indian drug show a further increase of Hk. Tls. 6,000,000 and Hk. Tls. 184,000 respectively. The Export Duties exhibit a diminution of over Hk. Tls. 49,000, which is accounted for by the cessation of Exports of such important articles as silk, cotton, and tea, which in the spring of that year the resumption of Newchwang by the Japanese led to the suspension of the traffic and contributed largely to the Coast Trade Duty receipts, the restoration of peace releasing a lot of Chinese and Japanese shipping, whose re-employment materially swelled the tonnage of 1896, which was further augmented by the arrival of more ocean steamers and sailing ships; hence the year's exceptional receipts.

Tonnage Dues, Transit Dues, Harbours and other dues, and various provisions, show an improvement over the 1895 total of Hk. Tls. 6,180,000. Foreign Imports certificated inland yielding Hk. Tls. 75,296 and outward produce, Hk. Tls. 30,444 to this advance. To the gross Total Revenue of 1896, 231 million taels, the proportion paid by vessels of the different nationalities was, in round figures, as follows:—British, 60 per cent; German, 8 per cent; French, 4 per cent; Norwegian and Swedish, by the many small coasting craft, 3 per cent; Russian, 1 per cent; Japanese, 2 per cent; Chinese 150 per cent, and 2 per cent by flags of all other countries.

PORTLAND TRADE.

Judging from the statistical totals the impression formed will be that exceptional prosperity has prevailed. In no year have Imports attained such a high value, and although Exports were greater in 1895, the present diminution is accounted for by the omission of the Formosa statistics, whereas the last Returns include six months' traffic; but notwithstanding this great loss, there has never been a year when the value of Imports and Exports aggregated so much. The recovery from the disquieting and stagnating effect of the war encouraged a large, and for a time profitable, import business in cotton, but the market soon became glutted, and it will take a long time to get rid of great stocks; therefore, during 1897 a great curtailment in Imports may be expected. Low and steady sterling exchange (fluctuating in 1896, to 2s. 10d. per Shanghai tael) favoured Exports, which, however, were considerably depressed in price, owing to the extremely copper cash prevailing throughout the year, materially nullifying the advantages of cheap sterling. This paucity of cash appears to be entirely due to insufficient minting within the past two or three decades; consequently, poor local advantage of the dearth to secretly coin a counterfeit inferior cash, the large or standard coins being hoarded or melted to make utensils, and the recent prohibition of the coining of counterfeit money, accentuated the scarcity, to the injury of trade.

IMPORTS.

Compared with the figures of 1895 the value of Imports for the year shows an increase of over 30 million taels, to which sum must be added Customs contributed Hk. Tls. 15,000,000 Indian and Japanese Yarn, Hk. Tls. 11,000,000 the balance being made up by Woolens, Metals, Kerosene Oil, and the long list of commodities included under the heading of "Sundries." Inspection of the list of imports shows a further decline in the importation of Opium of 85,000 piculs, which is attributed not only to the disappearance in the Returns of the requirements in Formosa, but to decreased demand throughout China, as exemplified in the tabular statement of the consumption at extended times certainly the previous report. However in Opium is reported to have been most unsatisfactory, especially at the close of the year, owing to the India famine constraint, for which a certificated stringency of the money market, coupled with second mate daily certificated, which dropped from 244 to 223 per 1000, gave effect to the decline in the Imports of Opium. The shipments from China in 1896, as compared with those in 1895, show a decline in value of 12 million taels, and the estimated Disbursements paid thereon a reduction of Hk. Tls. 570,000,000. This will the deficit being accounted for by the loss of the interesting trade of the coded island of Formosa and passenger steamers, whose officers, by the marked decreased export of staples, such as Tea, Opium, and other commodities, have been carefully guarded and checked. Sections 6 and 7, concerning naval demand and checked shipments of Raw Cotton goods and appeals from naval and other courts, Japan, which fell from 85,000 piculs in 1895 to 418,000 piculs during the year under notice, Opium Bill is badly arranged, and seems unlikely to secure the objects the 25,515 piculs, representing a value of over Hk. Tls. 2,300,000; Coccons dropped from 24,000 bales on Wednesday afternoon, May 3rd, 1895; Piculs of 6,815 piculs, equal to 100 bales, which will receive attention at the value to Hk. Tls. 124,000, followed by 100 Piculs, which followed.

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The Foreign Imports re-exported to foreign countries—practically Great Britain, Hongkong, Japan, and Russian Manchuria—aggregated Hk. Tls. 9,033,000, or Hk. Tls. 733,000, over the value of merchandise re-exported in 1895, the large shipments of Formosan Tea to the United States from Amoy accounting for this increase.

SHIPPING.

The increased volume of trade called for the employment of a great deal more tonnage, both foreign and coastwise. From Foreign ports the entries were 4,722 vessels, aggregating 4,793,600 tons or 457 vessels, to calling 501,300 tons, more than during 1895; and coastwise, 15,453 vessels, aggregating 11,970,000 tons, being an excess over the preceding year of 1,215 vessels, equal to 1,170,000 tons. To this advance the Chinese and Japanese flags contributed most by the re-employment of tonnage withdrawn during the war. Sailing vessels entered and cleared show an advance of 87, equal to 70,000 tons. Of the gross tonnage, inwards and outwards—totaling, say 33,500,000 tons—the percentage contributed by the different flags was:—British, 65 per cent; German, 6 per cent; Swedish and Norwegian, 3 per cent; French, 1 per cent; and all others 1895, 1 per cent. The increase in Chinese-owned vessels of Foreign type, especially steam-launches, is noteworthy, having advanced since the year 1891 as shown hereunder:—

	1891.	1896.
Sailing vessels	56=12,179	88=20,100
Steamers	118=30,380	166=37,975
Total	174=42,559	254=58,075

The recorded movements of Gold and Silver: Bullion between China and foreign countries was a net export of Gold Hk. Tls. 8,114,000 and a net import of Silver of Hk. Tls. 1,720,000, the export of Sycee during the year being Hk. Tls. 15,934,000.

THE LIGHT DUES QUESTION.

[Fairplay, March 4th.]

In another part of this issue will be found a copy of a petition presented by leading ship-owners and other firms to the Governor of Hongkong, urging him not to carry out his proposal of permanently raising the light dues levied on vessels frequenting the port from 1 cent to 2 cents, to supply deficiency caused in the general revenue of the Colony by the abandoning of the special charges in respect of the Gap Rock Light. It is a serious thing that in one part of the world or another the interests of British shipping should be so constantly assailed by the imposition of additional charges, or by uncalculated legislative enactments of a more or less hampering character. It is to be hoped that the petitioners will succeed in inducing the Governor to withdraw his proposal.

THE CERTIFICATED OFFICERS BILL.

SECOND READING FIXED FOR 5TH MAY.

LONDON, March 4th.

The Merchant Shipping (Certificated Officers) Bill, 1897, introduced by Sir Charles Dilke and others, appears to be as much overloaded as the previous measure advocated by the Shipmasters' and Officers' Federation, and seems to have been specially constructed with the view of having a heavy load of coasting matters and shippers, who, though quite unable to pass Board of Trade examinations for certificates of competency in navigation, which they will never acquire, are probably some of the very best sailors in their own particular line that any country produces. Every patriotic Britisher will probably admit that for a national ship under the red ensign to be in the charge of a foreigner (and there are over 200 such) is an outrage on the national flag, and the Shipmasters' Federation would probably have the sympathy of all classes had the sole object of this Bill been to remedy this grievance. Section 2 of the Bill would apparently make its provisions apply, not only to the U.K., but also to the Colonies, British India, and the Straits Settlements, although these places are well able to look after their own home trades, considering that they are usually rather in advance of Imperial legislation when shipping and seamen are in question. Clause 3 provides for proclamation by the Governor in any British possession, as soon as he receives notice of the Act (which in the U.K. and Channel Islands is to come into force in January, 1898).

Section 4, with two sub-sections and seven clauses, provides that every British ship, foreign-owned or home trade, exceeding 50 tons burthen, and every foreign steamship carrying passengers between places in the U.K., shall have a duly certificated master and mate. Why 50 tons burthen should have been fixed on as a limit is not apparent, though there might have been some sense in suggesting 80 tons register, as so to keep in harmony with other material provisions of the principal Act. He will be a bold President of the Board of Trade who recommends the House to fit up every billy-boy or barge over 50 tons with a full crew of certificated officers. There are said to be about 6,000 such vessels in this country alone, and the total crew, in those of about 50 tons burthen, will probably be the largest body of men who have been trained in apprenticeship in some cases. It is not quite clear whether this section includes Colonial and native Indian craft in their home trades, but if that is not leaving the particulars of not consumption at extended times certainly the previous report. However in Opium is reported to have been most unsatisfactory, especially at the close of the year, owing to the India famine constraint, for which a certificated stringency of the money market, coupled with second mate daily certificated, which dropped from 244 to 223 per 1000, gave effect to the decline in the Imports of Opium.

Section 5 provides that every British ship, foreign-owned or home trade, exceeding 50 tons burthen, and every foreign steamship carrying passengers between places in the U.K., shall have a duly certificated master and mate. Why 50 tons burthen should have been fixed on as a limit is not apparent, though there might have been some sense in suggesting 80 tons register, as so to keep in harmony with other material provisions of the principal Act. He will be a bold President of the Board of Trade who recommends the House to fit up every billy-boy or barge over 50 tons with a full crew of certificated officers. There are said to be about 6,000 such vessels in this country alone, and the total crew, in those of about 50 tons burthen, will probably be the largest body of men who have been trained in apprenticeship in some cases. It is not quite clear whether this section includes Colonial and native Indian craft in their home trades, but if that is not leaving the particulars of not consumption at extended times certainly the previous report. However in Opium is reported to have been most unsatisfactory, especially at the close of the year, owing to the India famine constraint, for which a certificated stringency of the money market, coupled with second mate daily certificated, which dropped from 244 to 223 per 1000, gave effect to the decline in the Imports of Opium.

Section 6 provides that every British ship, foreign-owned or home trade, exceeding 50 tons burthen, and every foreign steamship carrying passengers between places in the U.K., shall have a duly certificated master and mate. Why 50 tons burthen should have been fixed on as a limit is not apparent, though there might have been some sense in suggesting 80 tons register, as so to keep in harmony with other material provisions of the principal Act. He will be a bold President of the Board of Trade who recommends the House to fit up every billy-boy or barge over 50 tons with a full crew of certificated officers. There are said to be about 6,000 such vessels in this country alone, and the total crew, in those of about 50 tons burthen, will probably be the largest body of men who have been trained in apprenticeship in some cases. It is not quite clear whether this section includes Colonial and native Indian craft in their home trades, but if that is not leaving the particulars of not consumption at extended times certainly the previous report. However in Opium is reported to have been most unsatisfactory, especially at the close of the year, owing to the India famine constraint, for which a certificated stringency of the money market, coupled with second mate daily certificated, which dropped from 244 to 223 per 1000, gave effect to the decline in the Imports of Opium.

Section 7 provides that every British ship, foreign-owned or home trade, exceeding 50 tons burthen, and every foreign steamship carrying passengers between places in the U.K., shall have a duly certificated master and mate. Why 50 tons burthen should have been fixed on as a limit is not apparent, though there might have been some sense in suggesting 80 tons register, as so to keep in harmony with other material provisions of the principal Act. He will be a bold President of the Board of Trade who recommends the House to fit up every billy-boy or barge over 50 tons with a full crew of certificated officers. There are said to be about 6,000 such vessels in this country alone, and the total crew, in those of about 50 tons burthen, will probably be the largest body of men who have been trained in apprenticeship in some cases. It is not quite clear whether this section includes Colonial and native Indian craft in their home trades, but if that is not leaving the particulars of not consumption at extended times certainly the previous report. However in Opium is reported to have been most unsatisfactory, especially at the close of the year, owing to the India famine constraint, for which a certificated stringency of the money market, coupled with second mate daily certificated, which dropped from 244 to 223 per 1000, gave effect

Intimations.

THE BEST NERVE-TUNER.

"TONINE."

TONINE is prepared of pure *Hamoglobin* extracted from pure animal blood combined with general digestive and nerve tonics. When the blood from any cause has become impure or impoverished, as shown by pale skin, lips and gums, the results obtained by the use of "TONINE" are certainly remarkable. The normal constituents of the blood are supplied in their natural form. The appetite is most wonderfully and rapidly increased, whereby a larger quantity of food can be taken and by its property of increasing the power of digestion and assimilation, more good wholesome nourishment is introduced into the system than by the use of other remedies. Complete directions including hygienic measures and diet with each bottle.

PREPARED ONLY BY
AMERICAN DRUG & CHEMICAL CO., NEW YORK.

18]

WATKINS & CO., Agents.

THE CLUB HOTEL HOTEL METROPOLE,

5, BUND, YOKOHAMA. 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maître in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messaging either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body in motion and nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

To Let.

TO LET.

THE BUILDING known as "THE HONGKONG CLUB" HONGKONG. From the 1st AUGUST, 1897. Apply to

MATHEW J. D. STEPHENS, Solicitor for Owner. Hongkong, 5th April, 1897. [567]

TO LET.

DWELLING HOUSES—HOUSES IN RYAN TERRACE. "HARFORD" at MAGAZINE GAP. "THE KENNELS" in MAGAZINE GAP. FLOORS IN BLUE BUILDINGS. GODOWNS IN BLUE BUILDINGS. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. 18th February 1897. [11]

Shipping.

STEAMERS.

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"EUPLECTELA," Captain Morris, will be despatched as above on SATURDAY, the 10th instant. For Freight, apply to

ARNHOLD, KARBURG & Co., Agents. Hongkong, 29th March, 1897. [570]

"SHELL" LINE OF STEAMERS. FOR HAVRE, LONDON AND HAMBURG. (Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORKKOPING, GÖTE, DANTZIG and KÖNIGSBERG, with transshipment in HAMBURG.)

THE Company's Steamship

"COWRIE," Captain Parsons, will be despatched as above on SATURDAY, the 10th April. For Freight, apply to

ARNHOLD, KARBURG & Co., Agents. Hongkong, 29th March, 1897. [576]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OOLONG," R. Conrad, Commander, will be despatched as above on the 12th instant, instead of as previously advertised. For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents. Hongkong, 3rd April, 1897. [599]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain G. Ramsay, will be despatched on THURSDAY, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd April, 1897. [569]

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"PATHAN," Captain Day, will be despatched as above on or about WEDNESDAY, the 7th April. For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents. Hongkong, 31st March, 1897. [570]

NIPPON YUSEN KAISHA. JAPAN-BOMBAY LINE.

MONTHLY SERVICE. (Under Mail Contract.)

FOR KOBE AND YOKOHAMA. THE Company's Steamship

"MIKE MARU," Captain P. H. Goring, will be despatched for the above Ports on SATURDAY, the 10th instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 3rd April, 1897. [573]

FOR NEW YORK, VIA SUEZ CANAL. THE British Steamship

"ERECONSHIRE," Captain Peables, will be despatched for the above Port on or about the 10th April. For Freight, apply to

SHEWAN, TOMES & Co., Agents. Hongkong, 30th March, 1897. [400]

NIPPON YUSEN KAISHA. JAPAN-BOMBAY LINE.

MONTHLY SERVICE. (Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

(Calling at Tientsin on the homeward voyage.)

THE Company's Steamship

"IDZUMI MARU," Captain J. H. Curnow, will be despatched as above on THURSDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 3rd April, 1897. [574]

NIPPON YUSEN KAISHA. JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE. (Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU," Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 23rd instant, at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation, and is lighted by Electricity throughout.

A duly qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 3rd April, 1897. [575]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW. THE Company's Steamship

"HAITAN," Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers. Hongkong, 5th April, 1897. [576]

"WARRACK" LINE OF STEAMERS. FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MACDUFF," Captain Thomson, will be despatched for the above Port TO-MORROW, the 6th April, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 5th April, 1897. [469]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

"ZAFIRO," Captain Cobban, will be despatched for the above Port TO-MORROW, the 6th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 5th April, 1897. [581]

FOR MANILA AND ILOILO. THE Steamship

"DOYO MARU," Captain Sakamoto, will be despatched for the above Ports TO-MORROW, the 6th April, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 5th April, 1897. [553]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"CHUNSIANG," Captain Bullock, will be despatched as above TO-MORROW, the 6th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to ARDINE, MATHESON & Co., General Managers. Hongkong, 3rd April, 1897. [517]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE (DIRECT). THE Company's Steamship

"ONSANG," Captain Bullock, will be despatched as above on WEDNESDAY, the 7th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 3rd April, 1897. [516]

"SHIRE" LINE OF STEAMERS. FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"MERIONETHSHIRE," Captain Davies, will be despatched for the above Ports on THURSDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 2nd April, 1897. [541]

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAI. THE Company's Steamship

"BAVERN," Captain R. Heister, due here with the outward Gann Mail, about the 7th instant, will leave for above place about 24 hours after arrival.

Further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 3rd April, 1897. [542]

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAI. THE Company's Steamship

"BAVERN," Captain R. Heister, due here with the outward Gann Mail, about the 7th instant, will leave for above place about 24 hours after arrival.

Further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 3rd April, 1897. [542]

NAGASAKI AND WLADIVOSTOCK. THE German Steamer

"JACOB DIEDERICHSEN," Captain Schlichter, will be ready to load here on or about FRIDAY, the 9th April, for the above Ports, and will have quick despatch.

For Freight, apply to MELCHERS & Co., Agents. Hongkong, 17th March, 1897. [474]

SAILING VESSELS.

FOR SAN FRANCISCO. THE 100 A1 Edick Ship

"FALLS OF DEER," Master, shortly expected, will load here the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 4th February, 1897. [544]

FOR SAN FRANCISCO. THE American Bark

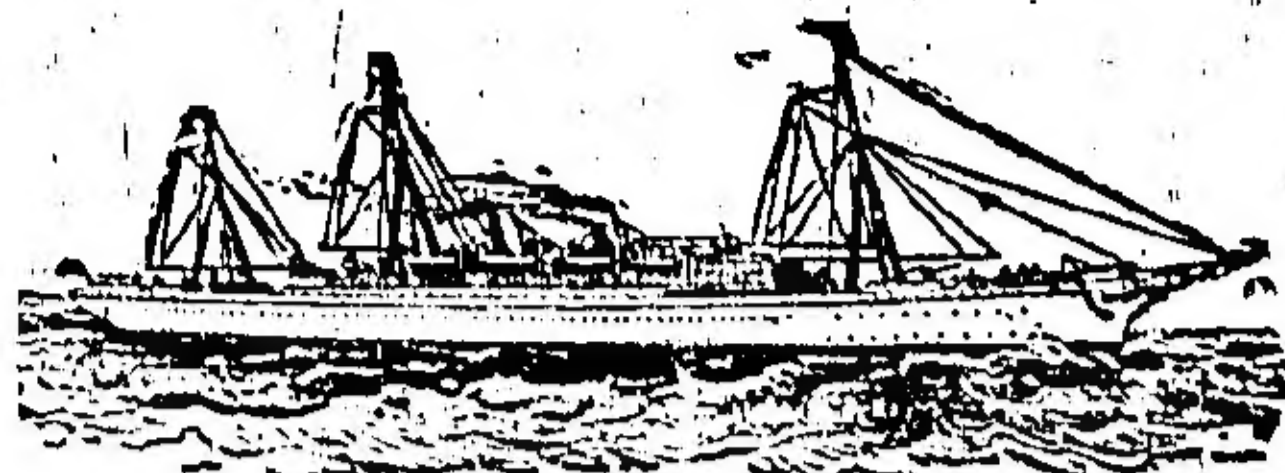
"COLOMA," Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 10th February, 1897. [579]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twice a Week Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 17th March, 1897.

D. E. BROWN, General Agent, Piddar's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND AUSTRALIA.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 22nd April, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 11th May, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 20th May, at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 1st April, 1897. [5]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S BATHING GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 10th May, 1897. [59]

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 13th April, at Noon.

Pure (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 20th May, at Noon.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 1st April, 1897. [5]

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